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City of Annapolis

DEPARTMENT OF PLANNING AND ZONING

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MEMORANDUM

TO: David Jarrell
FROM: Sally Nash, Department of Planning and Zoning
RE: Traffic Impact Analysis during Covid-19
DATE: September 25, 2020

APN

When the State of Emergency was first announced, most jurisdictions in Maryland put traffic impact analysis (TIAs) on hold. TIAs are required when a new development will generate more than 250 net new vehicle trips.

Starting in September, jurisdictions such as Prince George's County and Harford County have resumed TIAs with updated methodologies, applicable during Covid-19. Anne Arundel County is in the process of developing guidelines as well.

In Prince George's County, planners are using the following methodology as of September 10, 2020:

- If there are existing counts for all critical intersections of a proposed development that were collected within one year of the date the development application is accepted for review, but not after March 15, 2020, the traffic impact study may proceed.
- If there are existing counts for all critical intersections of a proposed development that were collected between one-to-three years prior to the date the development application is accepted for review, the counts may be used if they are modified by a growth factor that is developed from the past ten year historical traffic volume data for the nearest state roadway. This growth rate should be approved by the Transportation Planning Staff in coordination with the appropriate operating agencies prior to acceptance of the Traffic Impact Study.
- Traffic counts older than three years should not be accepted.

In Harford County, counts are accepted if they are:

- No more than 3 years old with a growth rate applied. The growth rate will be provided by MDOT based on specific corridors; or
- At intersections where there are at least 2 valid counts prior to March 13, 2020 and within the last 3 years with a growth rate applied based on an average of these counts. In the event that data outlined in a) and b) above is not available, the applicant may develop an alternative methodology that will be reviewed by the Department of Public Works and the Department of Planning and Zoning. The Departments of Public Work and Planning and Zoning may approve the alternative methodology, in their sole discretion.

I propose we use the same approach as Harford County and rely on resources such as historical counts from the City, County, and State to estimate growth factors. I can consult with the Annapolis Department of Transportation if an alternate methodology is proposed.